

Exhibit A

Amend the following Sections/Subsections in Chapters 17.24, 17.25 and 17.26 as follows:

Subsection 17.24.014 B.3. as otherwise provided in Section 17.24.010, Chapter 17.25, Chapter 17.26 and Chapter 17.56.

Subsection 17.24.017 D. To provide for community events ~~alcohol prohibited or community events alcohol allowed.~~

Such closures shall include the requirements of the City Traffic Engineer and provide for appropriate insurance as required by the Director of the Bureau of Transportation, protecting the public and the City.

~~A person will be denied a permit under PCC Section 17.24.017 C. & D. if more than 50 percent of the property owners abutting the street to be closed object to the closure or if another City Bureau objects to the closure based on concerns for neighborhood livability such as noise, disorderly conduct, litter, or public safety.~~

~~A person who is denied a permit under PCC Section 17.24.017 C. & D. may appeal the matter to City Council. The applicant shall file with the City Auditor within five days after denial a written notice of appeal. The notice shall identify the decision that is being appealed, and include the appellant's name, address, phone number, signature, and a clear statement of the specific reason(s) for the appeal. Upon receipt of such appeal, the Auditor shall then place the matter upon the Calendar of the City Council. At the hearing, the Council may affirm or modify the decision of the Director of the Bureau of Transportation as the Council may deem necessary.~~

Subsection 17.24.025 A. Engineering and superintendence services in connection with public improvement projects shall be charged in accordance with Portland Policy Document TRN 3.450 – Transportation Fee Schedule. ~~The City Engineer~~ Director of the Bureau of Transportation shall review actual yearly program costs of engineering and superintendence to ~~insure~~ ensure that only usual and ordinary costs are included and adjust the rates accordingly.

Subsection 17.24.050 B.1. A requirement for proof of insurance in a form acceptable to the City Attorney. Insurance requirements for use permits will be as specified in TRN-10.21 and per TRN-XXX Portland in the Streets Administrative Rule.

Subsection 17.24.050 B.5. A requirement that all stated ~~fee's~~ fees and charges or estimated ~~fee's~~ fees and charges have been paid and that the applicant will pay the balance of ~~fee's~~ fees and charges above the estimated cost prior to issuance of a certificate of completion.

Subsection 17.24.060 C. When there are two or more curbs on the same side of the street centerline, lay all pipes, mains, sewers, conduits, lines, when the same are to run lengthwise in any street, at a distance at least 3-1/2 feet from the curb closest to the street centerline

measuring toward the center of the street and at least 2 feet from the curb closest to the street centerline measuring to the outer edge of the street. All connections to the pipes, mains, sewers, conduits, and lines laying lengthwise in the street or to any lot shall be installed perpendicular to the curb. In cases where compliance with these regulations would cause unnecessary digging up of pavement, disruption of traffic, place a burden on the street system, or otherwise not be in the best interest of the public, the Director of the Bureau of Transportation may in ~~his or her~~ their sole discretion permit and or require the laying of pipes, mains, sewers, conduits, lines, in a different location or manner;

Subsection 17.25.020 D. Transit Mall. ~~Transit Mall means the entire length of 5th and 6th Avenues bounded by I-405 on the south and NW Irving on the north.~~ As defined in Subsection 17.24.105 A.

Section 17.25.030 (Amended by Ordinance Nos. 177028 and 182870, effective June 3, 2009.) Fees for operating a sidewalk café are established by the Director of the Bureau of Transportation~~City Engineer~~. Fees are assessed as prescribed in Section 17.24.010-TRN3.450 – Transportation Fee Schedule. The fees are evaluated and updated annually.

Section 17.25.040 Permit Application.

Application for a permit to operate a sidewalk cafe shall be made at the ~~office of the City Engineer~~ Bureau of Transportation in a form deemed appropriate by the ~~City Engineer~~ Director of the Bureau of Transportation. Such application shall include, but not be limited to, the following information:

- A. Unchanged
- B. Unchanged

~~C. A color rendition in perspective for review by the Bureau of Development Services shall be furnished upon request by the City Engineer.~~

CD. A letter signed by the property owner, or an authorized representative of the property owner, consenting to a sidewalk cafe adjacent to the property on which the restaurant is located.

DE. A signed agreement between the Responsible Party and the City stating the Responsible Party understands all terms and conditions of the permit.

Subsection 17.25.060 H. To ensure compliance with the Americans with Disabilities Act, there shall be a continuous passage at least 4 feet in width with a maximum 2 percent pavement cross slope within the Clear Pedestrian Zone. All sidewalk café furniture must be placed on hard surfaces, consistent with Section 17.28.060.

Section 17.25.070 Liability and Insurance.

(Replaced by Ordinance No. 182870, effective June 3, 2009.) ~~A signed statement that the permittee shall hold harmless the City of Portland, its officers and employees, and shall indemnify the City of Portland, its officers and employees for any claims for damages to property or injury to persons which may be occasioned by any activity carried on under the terms of the permit. Permittee shall furnish and maintain such public liability and property damages insurance as will protect permittee and City from all claims for damage to property or bodily injury, including death, which may arise from operations under the permit or in connection therewith. Such insurance shall provide coverage of not less than \$1,000,000 (one million dollars). Such insurance shall be without prejudice to coverage otherwise existing therein, and shall name as additional insured the City of Portland, its officers and employees, the property owner, and shall further provide that the policy shall not terminate or be canceled prior to the completion of the contract without 30 days written notice to the City of Portland Bureau of Transportation, 1120 SW Fifth Avenue, Room 825. Insurance is required pursuant to TRN - 10.21 Insurance Requirements for Permits Issued by Street Systems Management.~~

Subsection 17.25.080 C. ~~The permit may be suspended by the City Engineer when a separate Community/Special Event permit has been issued. n ordinance providing for a “community event” shall so provide.~~

Subsection 17.25.080 H. All furniture and equipment used in the operation of a sidewalk café shall be removed within a period of 10 days from the right-of-way when not available for use by ~~patron~~patrons. Removal of furniture and equipment may be required, on a case by case basis, outside of the business’ hours of operation if determined necessary for safety or other reasons at the discretion of the Director of the Bureau of Transportation. The Portland Police Bureau or the Office of Neighborhood Involvement may provide recommendations for the consideration by the Director of the Bureau of Transportation.

Add Subsection 17.25.080 K. A sidewalk café event extension permit may be issued to extend Area of Operation on a temporary basis, during a community event street closure.

Add Section 17.25.110 Enforcement

The Director of the Bureau of Transportation, or designee, shall retain the right to inspect and enforce permit compliance related to rules and regulations. Enforcement of rules and regulations shall be in accordance with TRN-8.14 (Right-Of-Way Use Enforcement Program).

Subsection 17.26.050 E.

~~A signed statement that the permittee shall hold harmless the City of Portland, its officers and employees and shall indemnify the City of Portland, its officers and employees for any claims for damage to property or injury to persons which may be occasioned by any activity carried on under the terms of the permit. Permittee shall furnish and maintain such public liability, food products liability, and property damage insurance as will protect permittee, property owners, and City from all claims for damage to property or bodily injury, including death, which may~~

arise from operations under the permit or in connection therewith. Such insurance shall provide coverage of not less than \$1,000,000 (one million dollars) per occurrence. Such insurance shall be without prejudice to coverage otherwise existing therein, and shall name as additional insures the City of Portland, their officers and employees, and shall further provide that the policy shall not terminate or be canceled prior to the completion of the contract without 30 days written notice to the Auditor of the City of Portland. Insurance is required pursuant to TRN - 10.21 Insurance Requirements for Permits Issued by Street Systems Management.

PBOT

PORTLAND BUREAU OF TRANSPORTATION

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Portland in the Streets Program Administrative Rules February 2018

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PORTLAND IN THE STREETS



The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints and information, call (503) 823-5185, City TTY (503) 823-6868, or use Oregon Relay Service: 711.

1. Program Purpose and Goals

Placemaking, community building, and active transportation are appropriate reallocations of right of way. This concept is detailed in the **LIVABLE STREETS STRATEGY** report as adopted under Resolution 37325 on October 25, 2017. The Livable Streets Strategy supports innovation by opening Portland's streets, sidewalks, curb zones, plazas and alleys to a range of events, programming and physical structures that reinforce the idea that public streets are public spaces, for people of all ages and abilities to enjoy. The Livable Streets Strategy project informed the PORTLAND IN THE STREETS PROGRAM which guides placemaking and community use projects in the public right-of-way.

PORTLAND IN THE STREETS PROGRAM WILL:

- Develop space for community gathering
- Promote healthy and active lifestyles
- Build community identity
- Activate underutilized space
- Generate local business activity

The Portland in the Streets Administrative Rule implements the **LIVABLE STREETS STRATEGY's** policy statement "*PBOT prioritizes people by encouraging the use of the right-of-way for community gathering spaces, placemaking and programming*".

PORTLAND IN THE STREETS PROGRAM GOALS:

- Reduce barriers for community-led placemaking projects
- Ensure citywide access to program and equitable geographic distribution of placemaking projects
- Encourage placemaking projects that reflect community needs and character
- Encourage experimentation and innovation

2. Policy Support

There is considerable policy support for community placemaking activities in the City's existing planning and policy documents. The goals and policies outlined in these plans will provide critical implementation direction to make Portland in the Streets projects come to life. These rules support the following existing City policies:

- **Comprehensive Plan** - The 2035 Comprehensive Plan sets the framework for the physical development of the city and will help implement the Portland Plan. The 2035 Plan calls for designing a city for people that encourages community uses and public functions in the right-of-way.
- **Portland Plan** - The Healthy Connected City strategy of the Portland Plan aims to create safe and complete neighborhood centers.
- **Central City Plan** - The Central City 2035 Proposed Draft Plan calls on the City to leverage the right-of-way for the creation of great public spaces.

- **Transportation System Plan** - The Transportation System Plan (TSP) represents the long-range plan guiding transportation investments in the city.
- **Livable Streets Strategy** - Adopted under Resolution 37325 on October 25, 2017. The Livable Streets Strategy supports innovation by opening Portland’s streets, sidewalks, curb zones, plazas and alleys to a range of events, programming and physical structures that reinforce the idea that public streets are public spaces, for people of all ages and abilities to enjoy.

3. Permit Process

The following is the general process for a Portland in the Streets project and permit process. Specific program areas will have their own requirements and process details, which can be reviewed in Section 6:

- A. **Initial / Idea Submittal** – Applicant submits project/event idea via online submittal portal
- B. **Project/Event Scoping** – Applicant and assigned project liaison work on the details of the project/event and permit application
- C. **Permit Application Submittal** – Applicant submits final permit application
- D. **Permit Application Review** – Project Liaison circulates the application for review internally and with partner agencies
- E. **Permit Issuance** – Application accepted, applicant pays fees, and PBOT administers permit
- F. **Installation & Inspection** – Applicant executes project/event, PBOT inspects for compliance (if necessary)
- G. **End of Project** – Applicant cleans up or uninstalls project/event
- H. **Post-Project/Event Reporting** – Applicant reports back on project/event to PBOT

4. Community Support/Notification Scale

Community Support may be required for Portland in the Streets program areas. The table below details the standard community support requirements. Specific program areas will discuss which level of support is required and could have additional requirements not listed in the table, or items in the table might not be required. Many factors are reviewed to determine which level is required, such as, number of intersections and streets closed, street classification, transit and emergency routes, attendance and duration. Failure to meet all the requirements does not necessary mean the project/event will not move forward. Those projects/events will be reviewed on a case by case basis and reviewed with compliance to the Portland in the Streets program goals.

Community Support/Notification Scale

	Simple	Moderate	Complex
Pre-application Scoping	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Neighborhood Association + Business Association Submit intake form to PBOT Flyer 100% adjacent occupants 	<ul style="list-style-type: none"> Neighborhood Association + Business Association Submit intake form to PBOT Flyer 100% adjacent occupants
Required in Application	<ul style="list-style-type: none"> Flyer 100% of adjacent occupants 	<ul style="list-style-type: none"> Signatures 60% to 80% adjacent occupants PBOT notifies Neighborhood Association + Business Association 	<ul style="list-style-type: none"> Signatures 60% to 80% adjacent occupants PBOT notifies Neighborhood Association + Business Association PLUS requires letter of approval/support Public Notice Sign PBOT notifies occupants within 400 feet before approval
Approval	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Flyer 100% adjacent occupants 	<ul style="list-style-type: none"> PBOT issues traffic advisory
At Project / Event	<ul style="list-style-type: none"> Project / Event Sign 	<ul style="list-style-type: none"> Project / Event Sign 	<ul style="list-style-type: none"> Project / Event Sign
Post Project / Event	<ul style="list-style-type: none"> Get simple demographics (count of attendants) 	<ul style="list-style-type: none"> Follow up survey for data 	<ul style="list-style-type: none"> Follow-up Survey for data Debrief (phone or in person) Email summary support to Neighborhood Association and Business Association

5. Program Areas

The Portland in the Streets permit provides the mechanism to enable Community-Initiated projects within the right-of-way for the purposes of placemaking, community building and active transportation.

The Director of the Portland Bureau of Transportation is authorized to grant permits to close all or part of the right-of-way, either temporarily or for an indefinite period of time for Portland in the Streets permits.

The Portland in the Streets program includes the following Community-Initiated improvements and activities within the right-of-way:

- A. Block Parties
- B. Community Events
- C. Pedestrian Plazas
- D. Spaces to Places
- E. Street Paintings
- F. Street Prototyping

6. Program Area Standards

The following are standard requirements for Portland in the Streets program areas:

A. Block Parties

Block Parties are small scale parties held on residential streets, such as neighborhood potlucks and barbecues that are held by, and for, residents along the street.

CATEGORY	EXPLANATION
1. Duration	Each permit is valid for one day only and may not occur past 10 PM. Permits associated with a street painting permit may be valid longer than one day.
2. Street Type	<p>A Block Party permit is issued only for local service streets satisfying the following criteria:</p> <ol style="list-style-type: none"> 1. Does not have a bus line 2. Does not have metered parking 3. Does not have a bus layover or signalized intersection 4. Is not a designated major emergency route. This list is not exhaustive, and all proposed street closures are subject to evaluation for safety and feasibility as it pertains to maintaining traffic flow.
3. Adjacent Use Types	A block party is permitted in residential areas which may abut mixed-use areas.
4. Community Support/Notification Scale	Simple in accordance with section 4 of this Administrative Rule.
5. Insurance	<p>Insurance is <u>optional</u> for this type of permit. The permittee may want to insure their event through one of the following options:</p> <ol style="list-style-type: none"> 1. Their Homeowners insurance 2. A special rider purchased to cover the closure 3. A special event policy 4. A TULIP policy (Tenant Users Liability Policy).

6. Requirements	<ol style="list-style-type: none"> 1. Provide approved barricades, signs, illumination, and other safety control devices as required by the “Conditions of the Permit for Use of Dedicated Street Area” section of the Block Party Permit or as deemed by the City Traffic Engineer 2. That the permit be used for street area only 3. A 11-foot-wide emergency lane shall be maintained at all times for use by emergency vehicles 4. No drinking, dispensing, or transportation of an open container of alcohol liquor upon any street, sidewalk, or other public right-of-way 5. Permittee agrees to hold harmless the City of Portland, its officials, officers, employees, and agents against conditions outlined on the Block Party Application, “Conditions of the Permit for Use of Dedicated Street Area,” section
7. Code / Ordinance Reference	17.24.017

B. Community Events

Community events are larger scale events that occur in the public right of way intended to build a sense of community. These events bring people from the entire neighborhood or region and events support and encourage community gatherings and local businesses.

CATEGORY	EXPLANATION
1. Duration	The duration of a closure is subject to the review.
2. Street Type	Community Events may occur on any street type that is adjacent to a hosting business or organization.
3. Adjacent Use Types	Community event permits typically occur in commercial areas.
4. Community Support/Notification Scale	Moderate to complex in accordance with section 4 of this Administrative Rule. Notification may be more if determined by PBOT and stakeholder review.
5. Insurance	Required in accordance with Section 7 of this Administrative Rule.

6. Requirements

1. The event must be associated with an adjacent property abutting the location of the event
2. Event must be open to public to attend. Ticketed events may be permitted if the ticket purchase is available to the general public
3. If organizing entity is not a non-profit organization, the event must have a non-profit partner
4. Events cannot be political
5. Pedestrian access must be maintained through each event and be ADA compliant
6. Detour signage for vehicles, bicycles and pedestrian traffic are required by the City Traffic Engineer as indicated on the certified approved traffic control plan
7. Street closures must maintain an 11-foot emergency access lane unless otherwise required by Portland Fire and Rescue
8. 3 feet diameter clearance are required around all fire hydrants and fire department connections on all buildings
9. Event is responsible to obtain and adhere to all other City and State permits and licenses including but not limited to: Noise Control, Liquor Licensing, Fire and Rescue, and Portland Police
10. The permitted area must be cleaned and all garbage removed prior to reopening the street to its normal public use at the time of the permit expiration
11. In advance of the event, parking to be reserved as follows: in metered areas parking to be reserved and enforced by City of Portland Parking Enforcement Division. In non-metered areas, the applicant is responsible for installation of parking reservation. PBOT to supply parking signage.
12. Alcohol use in the public right of way is allowed during an event in the approved designated areas
13. Alcohol service areas must be designated by a physical barrier that has been approved by PBOT
14. Alcohol is regulated by the Oregon Liquor and Licensing Commission (OLCC)
15. Applications may be denied if another City Bureau objects to the closure based on concerns of neighborhood livability such as noise, disorderly conduct, litter or public safety

7. Code / Ordinance Reference | 17.24.017, 14A.50.010

C. Pedestrian Plazas

Long-term community placemaking projects within the right-of-way to create open space on underutilized streets, alleys, or other roadways for the public to use and activate.

CATEGORY	EXPLANATION
1. Duration	Pedestrian plazas should be designed to be long-term. Short-term (temporary) pedestrian plazas may be permitted as a Street Prototyping permit.
2. Street Type	Pedestrian plazas may occur on any street type that is adjacent to or close proximity to a partnering business or organization.
3. Adjacent Use Types	Pedestrian plazas typically occur in commercial areas. Proposed site should be located near commercial activity or other uses that generate pedestrian activity.
4. Community Support/Notification Scale	Complex in accordance with section 4 of this Administrative Rule. Notification may be more if determined by PBOT and stakeholder review.
5. Insurance	Insurance is <u>optional</u> for this type of permit. The permittee may want to insure the pedestrian plaza. Sidewalk cafes, vending carts or other items placed within the plaza will be subject to rules associated with those items.
6. Requirements	<ol style="list-style-type: none"> 1. Pedestrian plazas may occur on any street type that is adjacent to or close proximity to a partnering business or organization 2. Pedestrian plazas must be open to public 3. Pedestrian and bicycle thru access must be maintained through the pedestrian plaza 4. Pedestrian plazas may require emergency access as determined by Portland Fire and Rescue 5. 3 feet diameter clearance are required around all fire hydrants and fire department connections on all buildings

7. Code / Ordinance Reference	17.43	<ol style="list-style-type: none"> 6. Pedestrian plazas are responsible to obtain and adhere to all other City and State permits and licenses including but not limited to: Noise Control, Liquor Licensing, Fire and Rescue, and Portland Police 7. The pedestrian plaza must be cleaned and all garbage removed pursuant to the Maintenance and Operations agreement 8. Alcohol use in the pedestrian plaza is only allowed within the designated sidewalk cafe areas, or community event alcohol areas and as regulated by Oregon Liquor and Licensing Commission (OLCC) 9. Applications may be denied or permit may be revoked if another City Bureau objects to the pedestrian plaza based on concerns of neighborhood livability such as noise, disorderly conduct, litter or public safety 10. A separate Maintenance and Operations agreement will be required 11. Separate permits are required for sidewalk cafes, vending carts, or other items placed within the plaza 12. Separate review may be required within special design districts and historic districts 13. Pedestrian plazas must have some type of physical delineation from vehicle areas as required by the City Traffic Engineer
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D. Spaces to Places

These projects turn gravel, dirt and underdeveloped low volume streets or alleyways into places where people want to gather and install amenities desirable to the community.

CATEGORY	EXPLANATION
1. Duration	Spaces to places should be designed to be long-term. Short-term (temporary) Spaces to places may be permitted as a Street Prototyping permit.
2. Street Type	Spaces to Places may occur on any street type that is adjacent to or close proximity to a partnering business, partnering residence, or organization.

3. Adjacent Use Types	Spaces to Places typically occur in residential areas.
4. Community Support/Notification Scale	Moderate to Complex in accordance with section 4 of this Administrative Rule. Notification may be more if determined by PBOT and stakeholder review.
5. Insurance	Insurance may be required for this type of permit.
6. Requirements	<ol style="list-style-type: none"> 1. Spaces to Places may occur on any street type that is adjacent to or close proximity to a partnering business, partnering residence or organization 2. Spaces to Places must be open to public 3. Pedestrian and bicycle thru access must be maintained through Spaces to Places 4. Spaces to Places may require emergency access as determined by Portland Fire and Rescue 5. 3 feet diameter clearance are required around all fire hydrants and fire department connections on all buildings 6. The Spaces to Places must be cleaned and all garbage removed pursuant to the Maintenance and Operations agreement 7. Drug and Alcohol use is not allowed in Spaces to Places 8. Applications may be denied or permit may be revoked if another City Bureau objects to the Spaces to Places based on concerns of neighborhood livability such as noise, disorderly conduct, litter or public safety 9. A separate Maintenance and Operations agreement will be required 10. Separate permits are required for items placed within the Spaces to Places 11. Separate review may be required within special design districts and historic districts 12. Spaces to places must have some type of physical delineation from vehicle areas as required by the City Traffic Engineer
7. Code / Ordinance Reference	

E. Street Paintings

Large format works of art, designed and painted on local streets that build community, empower neighbors to shape their own public realm, create an artistic expression that's about the people who live nearby, and break down social isolation.

CATEGORY	EXPLANATION
1. Duration	The painting of the street is usually one to two days. However, the street painting itself will last longer (depending on re-painting). There are no minimum requirements for duration.
2. Street Type	Local Service Street. There must be fewer than a combined 2,500 vehicles on an average day entering an intersection and fewer than 2,000 motor vehicles per day for mid-block paintings. It must not be an emergency access street or transit street.
3. Adjacent Use Types	Local Service Streets only, although others may be approved by the City Traffic Engineer on a case by case review.
4. Community Support/Notification Scale	Simple to Moderate in accordance with section 4 of this Administrative Rule. In addition, signatures required from all residents that are directly adjacent to the painting (and signatures of 80% of residents on and along each street for 400 feet).
5. Insurance	Insurance is <u>optional</u> for this type of permit. The permittee may want to insure the street painting through one of the following options: <ol style="list-style-type: none"> 1. Their Homeowners insurance 2. A special rider purchased to cover the street painting 3. A special event policy 4. A TULIP policy (Tenant Users Liability Policy).
6. Requirements	The final Street Painting permit will include the following PBOT approved permit components: <ol style="list-style-type: none"> 1. City Traffic Engineer approved street painting design. <ul style="list-style-type: none"> ○ Design cannot include: <ul style="list-style-type: none"> ▪ Speech; including words, letters and numbers, and universally recognized symbols ▪ Traffic control devices or that emulate a traffic control device

7. Code / Ordinance Reference	<ul style="list-style-type: none"> ▪ Copyright material <ol style="list-style-type: none"> 2. Provide approved barricades, signs, illumination, and other safety control devices as required by the “Conditions of the Permit for Use of Dedicated Street Area” section of the Block Party Permit or as deemed by the City Traffic Engineer 3. That the permit be used for street area only 4. A 11-foot-wide emergency lane shall be maintained at all times for use by emergency vehicles <p>Ordinance 187193</p>
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F. Street Prototyping

Community-Initiated projects that test a new street or intersection design concept, and collect data to inform future design decisions.

CATEGORY	EXPLANATION
1. Duration	Permit duration can range from one day to one year. Project duration can depend on a variety of issues, including but not limited to: right-of-way and traffic circumstances and data collection needs.
2. Street Type	Street Prototype permits are not allowed on state highways.
3. Adjacent Use Types	No restrictions.
4. Community Support/Notification Scale	Complex in accordance with section 4 of this Administrative Rule. Notification may be more per PBOT and stakeholder review.
5. Insurance	Required in accordance with Section 7 of this Administrative Rule.

6. Requirements

The final Street Prototyping permit will include the following PBOT approved permit components:

1. Project proposal and design goals
2. Material selection
3. Traffic Control Plan, including emergency vehicle access, MUTCD and ADA compliance
4. Volunteer, implementation and signage plan
5. Maintenance and operations plan
6. Data collection, evaluation, and final evaluation report

7. Code / Ordinance Reference

7. Insurance

Many of the Portland in the Streets permits require the permittee to name the City as an additional insured. The insurance certificate is intended to protect the public from any liability it may incur under the Oregon Tort Claims Act as a result of granting the requested permit. Prior to issuance of certain permits, the insurance certificate and endorsement shall be approved by the city attorney in accordance with TRN-10.21 (Insurance Requirements for Permits issued by Street Systems Management).

8. Permit Fees

Fees are assessed per the current fee schedule in accordance with TRN-3.450 (Transportation Fee Schedule). The Commissioner in charge is authorized to grant fee waivers/reductions that meet the Portland in the Streets program goals.

9. Complaints and Opposition to Permit Issuance

Portland in the Street permits are intended to build a sense of community. If the local neighborhood association or other interested party objects to the issuance of a permit, they may contact their District Coalition Office or The Office of Neighborhood Involvement (ONI) to register a complaint. Complaints will be reviewed by PBOT along with potential mitigation efforts and considered in renewal.

10. Enforcement

The PBOT Director shall retain the right to inspect and enforce permit compliance related to PBOT rules and regulations. Enforcement of PBOT rules shall be in accordance with TRN-8.14 (Right-Of-Way Use Enforcement Program).

11. Administrative Review

A person may request reconsideration of a PBOT decision through administrative review as described in this Section and may subsequently appeal to the City Code Hearings Officer (CHO) as described in Section 13.

1. **Administrative Review Requests.** A recipient of a permit or letter of denial will have 20 days from the date the notice is mailed to submit a written request for administrative review. PBOT will conduct a review within 14 days of receiving the notice. The requestor must provide detailed information sufficient to conduct the administrative review. The review will be based in part on program-specific criteria used to assess penalties and on any extenuating circumstances.
2. **PBOT Evaluation.** Upon review, PBOT may approve, approve with conditions, deny or modify permit conditions.
3. **Final Determination.** The requestor will receive a written final determination within 14 days of the administrative review unless an extension is agreed to by all parties. The final determination will provide information about the process for filing an appeal to the CHO.

12. Appeals

All persons must complete a PBOT administrative review before appealing to the CHO under PCC Title 22.10, Appeals to the CHO. A request for an appeal hearing shall be filed directly with the CHO at the Hearings Office per 22.10.0300.B.

- A. **Hearing Fee.** Only the Hearings Office can charge an appeal fee for an appeal to the Hearings Office. Per Administrative Rule 9.06 – Appeal Fee, the appeal fee has been reduced to \$0.00.
- B. **Process.** An appellant who requests a hearing must submit all appeal application materials to the Code Hearings Office. Upon receipt of a request for hearing, the Code Hearings Officer shall schedule and hold an appeal hearing within 30 days after the receipt of such request.
- C. **Final Orders.** After the hearing, the CHO may enter an order granting, modifying, or denying the action requested. Review of the final order of a CHO by any aggrieved party, including the City, shall be by writ of review to the Circuit Court of Multnomah County, Oregon, as provided in ORS 34.010.

13. Code Reference

Portland City Code Chapter 16 Vehicles and Traffic, and Chapter 17 Public Improvements.
Includes any and all requirements applicable by state and federal law.
Pursuant to Rule Making Authority Chapter & Section 3.12

EXHIBIT C

FEES, RATES AND CHARGES FOR TRANSPORTATION DEVELOPMENT & STREET SYSTEMS MANAGEMENT

Portland Policy Document TRN-3.450 TRANSPORTATION FEE SCHEDULE

<u>Permit For</u>	<u>Expanded Description</u>	<u>FY 16-17 Unit Fee</u>	<u>FY 17-18 Unit Fee</u>	<u>FY 17-18 Minimum Each Permit</u>
CONSTRUCTION AND IMPROVEMENT PERMITS				
<i>Double Fees: If work in the street area is commenced without first securing the proper permit, the Bureau of Transportation Director may double any fee prescribed below, unless the Director determines that it is not reasonably possible to obtain the permit before commencing such work. Payment of the permit fee, however, shall in no way relieve or excuse any permittee from any other penalties imposed on such violations.</i>				
CULVERT	each	\$60.00	\$60.00	\$60.00
CURB (CONSTRUCTION or RECONSTRUCTION)	per linear foot	\$1.22	\$1.29	\$60.00
ENCROACHMENTS, PERMITS FOR PRIVATE ENCROACHMENTS IN PUBLIC RIGHT-OF-WAY	<i>Any excavation, construction, reconstruction, repair, removal, abandonment, placement in the street area, (not covered in another permit) to allow private encroachments in the public right-of-way. (For portable signs, see Title 32 Signs and Related Regulations.)</i>			
Encroachment Permits	see 'Public Right-of-Way Use Permits', below	\$545.00	\$578.00	\$578.00
Major Encroachment Permits per TRN-8.01 - Encroachments in the Public Right-of-Way	each, per hour; deposit	\$3,000.00	\$3,000.00	\$3,000.00
Hourly Fee in Excess of Base Fee	Permit applications requiring staff time in excess of 20 hrs charged the additional rate listed per hour in addition to the base rate.	\$130.00	\$130.00	\$130.00
Encroachment Permits Appeals Fee	each	\$200.00	\$200.00	\$200.00
MATERIAL BLASTING	contact City of Portland Fire Marshall and Bureau of Transportation for applicable permits	Full Cost Recovery by City		
PUBLIC WORKS				
Public Works Inquiry	total amount - all public works bureaus (BES, Water, PBOT); PBOT share is \$50	\$150.00	\$150.00	\$150.00
Design Exception	each	\$441.00	\$463.00	\$463.00
Design Exception - Residential Driveway	each		\$250.00	\$250.00
Public Works Appeal Administrative Review Committee	total amount - all public works bureaus (BES, Water, PBOT); PBOT share: \$100.00	\$250.00	\$250.00	\$250.00
Public Works Appeal Panel & Appeal Board	total amount - all public works bureaus (BES, Water, PBOT); PBOT share is \$83.34	\$250.00	\$250.00	\$250.00
Public Works Sidewalk Corner ADA Construction (<i>New</i>)	Voluntary in lieu of fee to have Maintenance Operation construct sidewalk corner with ADA ramps	\$7,875.00	\$8,269.00	\$8,269.00
PUBLIC WORKS / STREET IMPROVEMENT PERMITS	Includes design development, plans review, and permitting. Refer to public works website-- http://www.portlandonline.com/transportation (or Public Works). Does not include other bureaus (BES, PWB, etc.) nor do they include construction inspection; inspection separate fee based on actual time required.			
Public Works Permit - Residential	Local service or neighborhood collectors street improvements with predominately SFR.	\$2,680 plus \$9.08 per LF of curb (PER) + \$900 (PWP)	\$2,814 plus \$10.01 per LF of curb (PER) + \$945 (PWP)	\$2,814 plus \$10.01 per LF of curb (PER) + \$945 (PWP)
Public Works Permit - Residential (Traffic)	Traffic operations for PWP-Residential	\$116 plus \$1.16 per LF of curb	\$122 plus \$1.22 per LF of curb	\$122.00
Public Works Permit - Commercial	Collectors and higher classifications street improvements predominately commercial or industrial.	\$3,027 plus \$4.91 per LF of curb (PER) + \$900 (PWP)	\$3,178 plus \$5.42 per LF of curb (PER) + \$945 (PWP)	\$3,178 plus \$5.42 per LF of curb (PER) + \$945 (PWP)

EXHIBIT C
FEES, RATES AND CHARGES FOR TRANSPORTATION DEVELOPMENT & STREET SYSTEMS MANAGEMENT
 Portland Policy Document TRN-3.450 TRANSPORTATION FEE SCHEDULE

<u>Permit For</u>	<u>Expanded Description</u>	<u>FY 16-17 Unit Fee</u>	<u>FY 17-18 Unit Fee</u>	<u>FY 17-18 Minimum Each Permit</u>
Public Works Permit - Commercial (Traffic)	Traffic operations for PWP-Commercial	\$173 plus \$1.91 per LF of curb	\$182 plus \$2.01 per LF of curb	\$182.00
Public Works Permit - Commercial (Parking Control)	Bicycle, on-street parking, and loading zone demand for PWP-Commercial	\$231.00	\$243.00	\$243.00
Public Works Permit - Traffic Signal	PWP-Residential or PWP-Commercial			
Public Works Permit - Traffic Signal (New)	New signal systems	\$2,668 per Signal	\$2,935 per Signal	\$2,935.00
Public Works Permit - Traffic Signal (Modification)	Signal systems modifications to existing	\$1,398.00	\$1,538.00	\$1,538.00
Public Works Permit - Street Lighting	PWP-Residential or PWP-Commercial street lighting			
Public Works Permit - Street Lighting (Option B)	Stand alone street light or non-city owned utility poles	\$447 per light	\$492 per light	\$492.00
Public Works Permit - Street Lighting (South Waterfront)	Street lighting systems in district	\$3,557 per block	\$3,913 per block	\$3,913.00
Public Works Permit - Street Lighting (CBD, River District, and Lloyd District)	Special design districts	\$2,159 per block	\$2,375 per block	\$2,375.00
Public Works Permit - Street Lighting (Subdivision)	New sub-division street lighting systems	\$1,730.00	\$1,903.00	\$1,903.00
Public Works Permit-Warranty Inspection, Project Acceptance, project Close Out	Inspection and review in 2-year warranty period to review project and close out permit and release developer and permittee	\$647.00	\$679.00	\$679.00
Public Works Permit - Type Complex	Improvements significantly more complex or larger in scale; scope may include special materials or design	Full cost incurred by City		
Public Works Permit - Limited	for design development, plans review, permitting, materials, inspection, etc.	\$2,125 per + \$500 PWP	\$2,125 PER + \$500 PWP	\$2,125 PER + \$500 PWP
Public Works Permit - Infill Residential	SFR infill street improvements ≤ 150 ft in length, not involving special (or alternative) design, structural, traffic, or signal improvements (or changes) with an apparent and defined stormwater disposal point.	\$3,150 PER + \$900 PWP	\$3,465 PER + \$990 PWP	\$3,465 PER + \$990 PWP
Public Works Permit - Interim Improvement	Improvements not to City standards. This may involve alternative design. Residential or commercial developments.	Full cost incurred by City	Full cost incurred by City	Full cost incurred by City
Public Works Permit - Gravel Grading Review/Permit	Gravel review limited to basic plan review and one field inspection	\$683.00	\$717.00	\$717.00
Public Works Permit - Reactivation	Cost to reactivate a PW permit dormant for ≥one year to evaluate current and future costs, phase of the review, and design standards or site changes.	\$ 735 PER + PWP	\$ 772 PER + PWP	\$ 772 PER + PWP
Local Transportation Infrastructure Charge - LTIC	Linear Footage charge for one and two dwelling structures on underimproved and unimproved roadways that do not have an existing curb along the frontage	\$600/lf	\$600/lf	\$600/lf
RAIN DRAIN	each	\$30.00	\$30.00	\$30.00

EXHIBIT C
FEES, RATES AND CHARGES FOR TRANSPORTATION DEVELOPMENT & STREET SYSTEMS MANAGEMENT

Portland Policy Document TRN-3.450 TRANSPORTATION FEE SCHEDULE

<u>Permit For</u>	<u>Expanded Description</u>	<u>FY 16-17 Unit Fee</u>	<u>FY 17-18 Unit Fee</u>	<u>FY 17-18 Minimum Each Permit</u>
SEWER CONNECTION	Connection to an existing lateral, or extension of lateral from sewer main to property line; sewer or lateral extension more than 100 feet in length shall be deemed a public improvement under permit. Contact Bureau of Environmental Services (BES) for sewer and drainage rates and charges			
SEWER TAP	contact BES for sewer and drainage rates and charges		No Charge	
SIDEWALK AND DRIVEWAY	For each, fees will be assessed per Schedule D for Parking Closures (Reservations)			
Sidewalk / driveway repair permit - construction or reconstruction	per square foot of area repaired	\$0.89	\$0.94	\$60.00
Sidewalk repair permit - voluntary, before a posted notice	per square foot	\$0.89	\$0.94	\$60.00 min / \$200.00 max
Sidewalk repair permit - after a posted notice	per square foot	\$0.89	\$0.94	\$60.00 min / \$500.00 max
Test Boring & Pavement Test Coring	each	\$408.00	\$440.00	\$440.00
TEST HOLE DRILLING	each	\$408.00	\$440.00	\$440.00
TREE WELL	each	\$30.00	\$30.00	\$30.00
UNDERGROUND STORAGE TANK - REMOVAL	per tank	\$772.00	\$792.00	\$792.00
Monitoring Well Installation	each	\$408.00	\$440.00	\$440.00
STREET OPENING (SO) PERMITS TO UTILITIES				
EXCAVATION, CONSTRUCTION, RECONSTRUCTION, REPAIR or ABANDONMENT				
Main line, duct, conduit, subway, property service, lateral, etc.	sewer connection more than 100 feet in length shall be deemed a public improvement under permit; per lin. ft.	\$4.08	\$4.39	\$439.00
Property Service or Lateral (2" or less) not constructed in conjunction with above and plan review not required. (Does not include large meter vaults, hydrants or mainline work).	each	\$227.00	\$244.00	\$244.00
Utility vault or manhole chamber	each	\$1,633.00	\$1,757.00	\$1,757.00
Miscellaneous utility excavations	per sq. ft.	\$4.08	\$4.39	\$439.00
Pole or private street light - placement, replacement, relocation or removal	each	\$284.00	\$305.00	\$305.00
Utility Locate of City Assets (SSL)	each (per 100 linear feet of length)	\$110.00	\$110.00	\$110.00
Surface stormwater facility	each	\$608.00	\$666.05	\$666.05
Utility permit revision	each	40% Revision	40% Revision	40% Revision
Cabinet		\$947.00	\$813.20	\$813.20
Cabinet Pre-Application		\$250.00	\$249.71	\$249.71
Above-ground unit (AGU)	each	\$1,633.00	\$1,757.00	\$1,757.00
Above-ground structure (AGS)	each	\$408.00	\$440.00	\$440.00

EXHIBIT C

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PUBLIC RIGHT-OF-WAY USE PERMITS - LONG TERM				
<i>Double Fees: The PBOT Director may, if work in the street area is commenced without first securing the proper permit, double any fee prescribed below, unless the Director determines that it is not reasonably possible to obtain the permit before commencing.</i>				
BUS BENCHES AND SHELTERS (Tri-Met)				
Each bench / shelter (New or Replacement)	each	\$545.00	\$578.00	\$578.00
Annual Permit Fee (Advertising), each bench / shelter	each	\$20.00	\$20.00	\$20.00
Fee for each bench / shelter removed and stored by City for non-compliance with City Code	each	Full cost incurred by the City for removal and storage of the bench / shelter		
BIKE PARKING				
Bike Rack, 1-2	each	No Charge		
Bike Rack, 3+	each	\$150.00	\$150.00	\$150.00
Bike Parking Corral (On-Street)	each	\$2,600.00	\$2,600.00	\$2,600.00
Bike Rack Removal / Re-install	each	\$100.00	\$100.00	\$100.00
Fee for each bike rack removed and stored by City for non-compliance with City Code.	each	Full cost incurred by the City for removal and storage of the bike rack		
ENCROACHMENTS, PERMIT FOR PRIVATE ENCROACHMENT IN PUBLIC RIGHT-OF-WAY				
Add additional County recording fees to below, if applicable				
Basement Vault	each; must meet City encroachment requirements	\$545.00	\$578.00	\$578.00
Bench (non-advertising)	each; must meet City encroachment requirements	No Charge		
Fence	each	\$545.00	\$578.00	\$578.00
Irrigation - Government	each	\$545.00	\$578.00	\$578.00
Irrigation - Private	each; must meet City encroachment requirements	No Charge / No Permit Required		
Landscaping	each; must meet City encroachment requirements	No Charge / No Permit Required		
Loading Dock	each, must meet City encroachment requirements; <u>plus</u> full cost of City review	\$545.00	\$545.00	\$545.00
Planter Box	each; must meet City encroachment requirements	No Charge / No Permit Required		
Public Art	each	No Charge		
Public Litter Receptacle	each	No Charge		
Public Memorial, Historic Marker, Plaque	each	\$545.00	\$578.00	\$578.00
Retaining Wall	each	\$545.00	\$578.00	\$578.00
Stairs & Hand Railings	each	\$545.00	\$578.00	\$578.00
Street Tree Light Electrical Receptacle	each	\$545.00	\$578.00	\$578.00
Structural Driveways	each, <u>plus</u> full cost of City review	\$545.00	\$578.00	\$578.00
Structural Review	per hour	\$186.00	\$186.00	\$186.00
Temporary Tie-Back Shoring	each, <u>plus</u> full cost of City review	\$545.00	\$578.00	\$578.00
Tree Tub	each	No Charge		
LEASE OF RIGHT-OF-WAY, LONG TERM and SHORT TERM: Air Space, Subsurface, Surface	http://www.portlandonline.com/auditor/index.cfm?a=551984&c=31877	Varies		\$2,500
Lease Drafting - Short Term	each	\$515.00	\$530.00	\$530.00
Lease Drafting - Long Term	each	\$1,030.00	\$1,060	\$1,060.00
Air Space Lease				

EXHIBIT C
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Type I Skystructure	per year	\$4,110.00	\$4,235	\$4,235.00
Type II Skystructure	per year	\$6,170.00	\$6,355	\$6,355.00
Type III Skystructure	per year	\$8,225.00	\$8,470	\$8,470.00
Subsurface Lease				
Utility Access Tunnel	per year	\$2,570.00	\$2,650	\$2,650.00
Walkway or Vehicle Tunnel	per year	\$4,110.00	\$4,235	\$4,235.00
Underground Mall Tunnel	per year	\$6,170.00	\$6,355	\$6,355.00
Small Cell Site Lease				
Central City	per year	\$5,500.00	\$5,500	\$5,500.00
Outside of Central City	per year	\$3,500.00	\$3,500	\$3,500.00
LINE QUEUE STANCHION (to ensure 6ft pedestrian passageway)	annual permit, issued to business owner/manager for space in front of business on sidewalk	\$78.00	\$82.00	\$82.00
MAILBOXES, PRIVATE (for 1 and 2 family residence)	each	\$60.00	\$60.00	\$60.00
STREET SEATS				
Platform - Annual Fee per Location - first-time	per platform (first-time application)	\$500.00	\$500.00	\$500.00
Platform - Annual Fee per Location - renewal	per platform (renewal applications)	\$250.00	\$250.00	\$250.00
Public Platform - Annual Fee per Length	per linear foot	no charge	no charge	no charge
Private Platform - Annual Fee per Length	per linear foot	\$105.00	\$105.00	\$105.00
Note: Private Platforms are assessed Sidewalk Café Permit		see Sidewalk Café Permit		
Private Platform in Metered areas	location-specific based on blockface revenue	varies	varies	varies
Public Platform in Metered areas		no charge	no charge	no charge
Platform Installation Signs or Striping	Actual costs billed hourly at full cost recovery for City sign manufacturing and install and striping	actual costs	actual costs	actual costs
SIDEWALK CAFÉ PERMIT				
Application Fee Base	per café	\$225.00	\$250.00	\$250.00
Application Fee Area Usage	per linear foot	\$6.50	\$7.00	\$7.00
Annual Permit Fee Base	per café	\$100.00	\$100.00	\$100.00
Annual Permit Fee Area Usage	per linear foot	\$4.00	\$5.00	\$5.00
Temporary Community Event Extension Base	per café	n/a	\$50.00	\$50.00
Temporary Community Event Extension Usage	per square foot	n/a	\$1.00	\$1.00
Permit Reinstatement	per incident	\$625.00	\$650.00	\$650.00
Sidewalk Cafes Without or Revoked Permit	Follow Code Enforcement Penalty, Exhibit G	Follow Code Enforcement Penalty, Exhibit G		
VENDING CART PERMIT				
Application Fee	per application	\$60.00	\$60.00	\$60.00
Annual Permit Fee	per permit	\$75.00	\$75.00	\$75.00
Vending Cart Special Event Permit	per permit	\$20.00	\$20.00	\$20.00
VENDING VEHICLE PERMIT (NEW)				
Application Fee	per application	t.b.a.	t. b.a.	t.b.a.

EXHIBIT C
FEES, RATES AND CHARGES FOR TRANSPORTATION DEVELOPMENT & STREET SYSTEMS MANAGEMENT
 Portland Policy Document TRN-3.450 TRANSPORTATION FEE SCHEDULE

<u>Permit For</u>	<u>Expanded Description</u>	<u>FY 16-17 Unit Fee</u>	<u>FY 17-18 Unit Fee</u>	<u>FY 17-18 Minimum Each Permit</u>
Annual Permit Fee	per permit	t.b.a.	t. b.a.	t.b.a.
Vending Cart Special Event Permit	per permit	t.b.a.	t. b.a.	t.b.a.
SHORT-TERM RIGHT-OF-WAY USE				
See Exhibit D	See Exhibit D	Varies	Varies	
Portable Storage Container (Online or over the counter)	Maximum 14 days	\$28.00	\$30.00	\$30.00
EVENT USE OF RIGHT-OF-WAY				
BLOCK PARTY				
Block Party	per permit (includes one block)	\$10.00	\$0.00	\$0.00
	per each additional block	\$5.00	\$0.00	\$0.00
Expedited Block Party Fee	per permit - if application is submitted with less than 5 business days prior to the event	\$25.00	\$25.00	\$25.00
COMMUNITY EVENTS				
Local Event - Non-profit	per permit (includes one block)	\$36.00	\$38.00	\$38.00
	per each additional block	\$18.00	\$19.00	\$19.00
Local Event - For-profit	per permit (includes one block)	\$200.00	\$250.00	\$250.00
	per each additional block	\$100.00	\$125.00	\$125.00
Regional Event - Non-profit	per permit (includes one block)	\$59.00	\$62.00	\$62.00
	per each additional block	\$29.50	\$31.00	\$31.00
Regional Event - For-profit	per permit (includes one block)	\$400.00	\$500.00	\$500.00
	per each additional block	\$200.00	\$250.00	\$250.00
Alcohol with Event	per permit	\$375.00	\$500.00	\$500.00
Ticketed Event	per permit with five hundred (500) or less attendees	n/a	\$1,000.00	\$1,000.00
	per permit with more than five hundred (500), but less than twenty five hundred (2,500) attendees	n/a	\$1,750.00	\$1,750.00
	per permit with more than twenty five hundred (2,500) attendees	n/a	\$2,500.00	\$2,500.00
Metered parking space	per space per day	\$10.34	\$12.00	\$12.00
Non-metered area no parking bag	per bag	\$2.00	\$2.25	\$2.25
Expedited Community Event Fee	per permit - if application is submitted with less than 15 business days prior to the event	\$50.00	\$150.00	\$150.00
PARKing Day Permit (NEW)	per space per day	n/a	\$0.00	\$0.00
LAND USE REVIEWS				
See Exhibit B	See Exhibit B	Varies	Varies	
MISCELLANEOUS PERMITS, FEES AND ASSESSMENTS				
ASSIGNMENT OF LEASE	each	\$515.00	\$515.00	\$515.00

EXHIBIT C
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Lease Amendments	each	Full Cost Recovery /\$500 deposit	\$530.00	\$530.00
Banner, Street Light Pole	base permit fee and fee per pole	\$100 per permit; \$1 per pole	\$110 per permit; \$1 per pole	\$111.00
BANNER, SUSPENDED ACROSS STREET	each	No Charge		
BUILDING PLAN REVIEW FEES - RESIDENTIAL				
One or two family residential structure	per plan	\$316.00	\$336.00	\$336.00
Structures auxiliary to a one or two family residential dwelling unit submitted on a separate application	per plan	\$308.00	\$336.00	\$336.00
BUILDING PLAN REVIEW FEES - COMMERCIAL				
Commercial buildings (value \$0 - \$249,999)	per plan	\$617.00	\$654.00	\$654.00
Commercial buildings (value \$250,000 - \$999,999)	per plan	\$1,287.00	\$1,366.00	\$1,366.00
Commercial buildings (value \$1,000,000+)	per plan	\$5,144.00	\$5,457.00	\$5,457.00
Tenant Improvement	per plan	\$64.00	\$68.00	\$68.00
Major Projects Group	per project	\$20,000.00	\$20,000.00	\$20,000.00
Street Development Fee	Residential Infill Development Fee, per plan			
DEVELOPMENT DEDICATIONS				
DEVELOPMENT or DESIGN ADVICE	per meeting (approx 1 hour); includes preparation and review of materials.	\$235.00	\$235.00	\$235.00
DECORATIONS, SEASONAL or PARADE	each	No Charge		
RIGHT OF WAY DEDICATIONS	each	No Charge		
ESTOPPEL CERTIFICATE	each	Full Cost Recovery /\$500 deposit	\$530.00	\$530.00
Release of Easement	each	Full Cost Recovery /\$500 deposit	\$530.00	\$530.00
HOUSE AND BUILDING MOVES				
Non-refundable permit application, investigation fee and issuance fee	each	\$786.00	\$833.00	\$833.00
Inspection fee for oversight of moving operations	each	Full Cost Recovery		
INSURANCE & BOND PROCESSING				
PUBLICATION BOX FEE	each			
Free Standing Publication Box	each	No Charge	No Charge	No Charge
Co-located Publication Box	each	\$545.00	\$578.00	\$578.00
First Violation	per incident	\$75.00	\$75.00	\$75.00
Second and Subsequent Violation	per incident	\$150.00	\$150.00	\$150.00
Storage Fee	per box	\$200.00	\$200.00	\$200.00

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NW TRAFFIC FUND	per square foot	\$5.40	\$5.40	\$5.40
STREET RENAMING				
Application fee <u>deposit</u> for streets proposed for rename 10 and under City blocks; Auditor shall return any unused portion of deposit to applicant	10 and under blocks	\$5,000.00	\$5,000.00	\$5,000.00
Application fee <u>deposit</u> for streets proposed for rename over 10 City blocks; Auditor shall return any unused portion of deposit to applicant	over 10 blocks	\$5,000.00	\$5,000.00	\$5,000.00
STREET NAME CORRECTIONS (internal to Bureau only)	Corrections of street naming errors	No charge		
STREET VACATIONS				
Application	each	\$515.00	\$530.00	\$530.00
Processing of Vacation	each	Full Cost Recovery		
STREET VACATION EARLY ASSISTANCE FEES				
With a Meeting		\$400.00	\$400.00	\$400.00
Without a Meeting		\$200.00	\$200.00	\$200.00
STREETCAR FARE				
Streetcar-Only Adult (2.5 hour fare)		\$2.00	\$2.00	\$2.00
Streetcar-Only Honored Citizen/Youth (2.5 Hour)		\$1.00	\$1.00	\$1.00
TRAM ROUND TRIP SINGLE USE TICKET	Single use roundtrip ticket	\$4.55	\$4.70	\$4.70
TRANSPORTATION SYSTEM DEVELOPMENT CHARGE (TSDC)				
Sample Development: Single Family Residential For complete list by development category see TSDC website.	http://www.portlandoregon.gov/transportation/sdc	\$2,814.00	\$2,814.00	\$2,814.00

TRN-10.03 - Parking, Lane, Sidewalk and Street Closure Permits

PARKING, LANE, SIDEWALK AND STREET CLOSURE PERMITS

Administrative Rule Adopted by the Bureau of Transportation Pursuant to Rule-Making Authority

ARB-TRN-10.03

I. Definition

The Bureau of Transportation issues permits for temporary use of the public right-of-way through the Temporary Street Use Permitting (TSUP) Program. Sidewalk closures, parking, lane and street closure permits are issued for a variety of uses as per city code. Some examples of permitted uses for this program include: crane placement or operation, bus loading, mobile medical facilities, funeral vehicles, wedding vehicles, facilitating construction on an adjacent property.

II. Administrative Rule

Permission of the City Traffic Engineer is required to work in any portion of the ROW within the City of Portland.

Applications may be made for temporary street use permits online at www.portlandoregon.gov/transportation/permitting, or by applying in person at the Transportation counter located on the first floor of 1900 SW 4th Avenue.

Details of the (TSUP) Program including: program description, contact information, requirements, application process and fees can be found online at: www.portlandoregon.gov/transportation/permitting

III. Reference

City of Code Title & Chapter 16.20 & Chapter 17.23

HISTORY

Filed for inclusion in PPD December 19, 2003.